

To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY.
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship."HAILONG."
Captain Robson, will be despatched for the
above Ports, TO-MORROW, the 17th inst.,
at 10 A.M.For Freight or Passage apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 16th August, 1899. [1042]UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship."INDRALEMA."
Captain Baker, will be despatched as above
on MONDAY, the 21st inst., at 3 P.M.For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th August, 1899. [1043]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNERS.

FROM GLASGOW AND LIVERPOOL.
THE Company's New Steamship."PINGSUEY."
Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Under-Secretary
before Noon on the 25th inst., or they will not be
recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th inst.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
inst., will be subject to rent.Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.Bills of Lading will be countersigned by
HOLLIVAY, WISE & Co.,
Agents.
Hongkong, 16th August, 1899. [1044]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to sub-
scriptions, advertisements, &c., be addressed to the
Manager, Hongkong Telegraph, and not to the Editor.
Letters in editorial matters be sent to the Editor.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
published, but as evidence of good faith.While the columns of the Hongkong Telegraph will always
be open for the fair discussion of all questions affecting
the public interest, it must be distinctly understood
that the Editor does not in any way hold himself
responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended
for insertion in this day's issue not later than Three o'clock
on the day preceding the day of publication of the paper.
Advertisements of a general nature which are not entered
for a fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 16, 1899.

NOTES AND COMMENTS.

DECADENT FRANCE.

What is France coming to? Panama scandals, murdered Presidents, an innocent man confined and tortured, and now that right minded men have arisen and insisted upon his being given a fair trial, his Counsel, M. LAFORE, has been cruelly shot in the back. If this be the result of "Liberty, Equality and Fraternity" then we want none of it. Liberty in France appears at the present day to be non-existent. We refuse to believe that Equality exists, except in so much as certain French leaders appear to be anxious to become the equals of the most depraved and villainous of the lower classes. As for Fraternity, where is it to be found in France, rent as she is by party quarrels, with an administration rotten to the core and a people tottering on the verge of a sanguinary revolution? The telegram which we publish to-day, announcing the assassination of M. LAFORE, cannot fail to arouse disgust in the mind of every Englishman. Disgust at the petty spirit that leads men to stoop to such dastardly deeds for the purpose of preventing justice being done. Disgust at the manner in which prominent men, who should have been thoroughly above suspicion have allowed themselves to become corrupted. And disgust at very thought that such outrages could take place in civilized Europe.

THE CAUSE OF IT.

All the more honour to those French Statesmen who have made so firm a stand against corruption and have refused to allow an innocent underling to be sacrificed to the sins of his superiors should be hidden. Doubtless the past history of France is responsible for this sad state of affairs. Oppression of the people by the aristocracy leads to revolution while the resultant reaction places the wrong men in command; class distinctions are swept away, and thus the uprightness and love of justice of the nation become sapped. The people become impregnated with the idea of perfect liberty and equality for everyone and so gradually lose the perception of right and wrong. Each man fixes his own moral code. The ambitious stick at nothing so long as their own advancement is assured, they rise to power and, their example being followed by others, the moral tone of the nation depreciates. Respectable men then shun politics and affairs rapidly go from bad to worse. It is indeed sad to see a great nation like the French come to such a pass, and we can see no remedy for the evil unless the cleaner minded stand by the few brave and upright gentlemen who are now making a bold bid to uphold the honour of the nation. It really looks as if "Liberty, Equality and Fraternity" was becoming played out. It looks well upon paper and makes a fine party cry, but somehow it does not seem to work well—at least in France.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, August 14th.
M. Laboré, Capt. Dreyfus' Counsel, was shot in the back with a revolver whilst going to the Court. The wound is serious. The assassin escaped.

THE TRANSVAAL TROUBLE.

The Times says it is understood that the Government accepts both principle and fact the offers of Colonial Contingents, which with the troops from India will make a force in South Africa of 25,000 men, to be increased in case of necessity by 30,000 more from England.

WEATHER REPORT.

The Observatory report says—
On the 16th at 11.30 a.m. The barometer has risen moderately on the E. coast of China, fallen a little on the S. coast and over the Philippines. The depression lying in the Sea of Japan yesterday has probably moved to the N.E., and there are indications of the formation of another depression in the Pacific to the E. of Luzon. Gradients slight on the China coast. FORECAST—Light or moderate S. winds; showery.

LOCAL AND GENERAL.

THE indications are favourable for a large attendance at the Theatre Royal on Saturday evening to see the American actress Miss Janet Waldorf. The demand for seats at Robinson & Co.'s is quite lively. The performance will be over by 11 o'clock and the Tram Company will take care of all visitors from the Peak. Cars will leave the Tram Station after the performance at 11.15, 11.30 and 11.45.

THERE was another case of the delinquencies of our household boys at the Magistracy this morning. Mr. Leopold Spatz has a boy named Pan Chau-wan and on the 1st inst., when the washerman came for his money, Mr. Spatz asked the boy if the account was correct and on receiving an answer in the affirmative, gave the boy a compadore's order for the amount. A few days afterwards the washerman again called for his money. Mr. Spatz made enquiries of his compadore and found the money had been paid to the boy, then Mr. Spatz went for that "Heaven-Chinese" but found him absent without leave. The police, however, were able to trace him, and today Pan Chau-wan, after admitting three previous convictions, was sentenced to six months' imprisonment with hard labour. When will householders awake to the necessity of registration for household boys. The one that has been in prison three times before entering Mr. Spatz's employ, and who has made a name for himself as a delinquent, is a cause for mistrust.

THIS morning at the Magistracy, Annie Grubb was fined \$50 for selling intoxicating drinks without a licence, at her residence in Prinsen Street. A police constable went into the shop, where cigars, cigarettes, and lemonade are sold and asked for a drink and a bottle of lemonade was given him, he asked haven't you anything stronger and defendant told him she would get him a bottle of beer for a dollar. Afterwards he was taken into an inner room to drink the second bottle. Opened bottles of whiskey, gin and other spirits were found on the premises, also the two dollar notes with which the beer had been paid for by the constable.

A NEW COMPANY.

As will be seen by the advertisement appearing on our front page a new limited liability company has been formed in Hongkong, the business of Watkins & Co. (Chemists) having been floated as a company with a capital of \$100,000 in 10,000 shares of \$10 each. The capital has been fully subscribed and seven months' already accrued profits, from 1st January last, will go to the shareholders on the 1st January next. Watkins & Co. commenced business with a small capital on 4th July 1894, and the present concern had been built up by patient industry, strict attention to business, and the courteous treatment of customers. We believe that Watkins, Limited, has a bright prospect before it and wish the company every success.

NEW STEAMER FOR MACAO.

Yesterday the trial trip took place of a small steamer built by Ngai Sun & Co. of anchao to the order of the Macao Salt Farm. The vessel is 85 feet keel, 15 feet beam, and 8 feet deep, fitted with Compound Engines 10 and 20 hp 14 stroke and carries 80 tons of Salt on a draft of 6 feet.

A pleasant afternoon was spent by the Chinese owners and their friends in steaming round the harbour, full justice being done to an excellentiffin provided by the Stag Hotel. The vessel is named the *Hoi-kang* and has been built to the design and under the superintendence of Mr. W. S. Bailey.

CHURCH MISSIONARY ASSOCIATION.

A meeting of the above Association was held in St. Paul's College on Tuesday August 15th. The following resolutions were passed—

1.—That this meeting agrees to form a Hongkong Church Missionary Association for the purpose of spreading missionary information, stimulating interest in missionary work and collecting funds for the support of Church Missionary work in the Diocese of Victoria.

2.—That the *Church Missionary Gazette* be adopted as the magazine of the Association and that for the circulation of local Missionary news a sheet be printed monthly giving details of the work carried on in the Diocese.

3.—That periodical meetings be held for the purpose of giving information on Missionary subjects and that an annual meeting of the Association at which an Executive Committee shall be elected shall be held in the month of December as near as possible to the Day of Intercession for Missionaries.

4.—That each member of the Association shall pay an annual subscription of \$2 to cover working expenses and the cost of the Magazine, and that further subscriptions and donations be invited to be applied directly to missionary work in the Diocese.

5.—That the Lord Bishop of the Diocese be invited to accept the post of President of the Association and that the following be asked to become members of the General Committee to carry out the work of the Association and to make arrangements for the distribution of the funds collected, and that the said Committee shall have power to add to its number—Mr. Campbell, Mrs. France, Mrs. Gibbs, Miss Goodman, Miss Hamper, Mrs. Hipwell, Mrs. Hoare, Mrs. Home, Miss Johnstone, Mrs. Piercy, Mrs. Vallings, Sir Thomas Jackson, Hon. W. M. Goodman, Hon. R. D. Ormsby, Messrs. J. M. Beck, A. Hyer, H. R. Harncastle, N. Z. Hipwell and G. Piercy.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

Before His Hon. W. M. Goodman (Acting Chief Justice).

August 16th.

APPLICATION TO ANNUL AN ADJUDICATION.

An application (adjudged on Saturday) was made to annul an adjudication and for an order to hand over the proceeds of the sale of the bankrupt's property to the debtor or his solicitor.

Mr. Reece appeared for the debtor, Tam Tan Chin, alias Mr. Bruce Shepherd; and Mr. Almadia (Messrs. Wilkinson and Grist) for the petitioning creditor.

His Lordship, before Mr. Reece proceeded with his application, observed that the necessary order was made on September 15th and that order still stood. There were then two courses open to the debtor. If the order had been irregularly obtained the proper course was to have objected to its being made, and when the order was made the debtor might have appealed against it, but he had done neither of these things.

Mr. Reece said there was no limit of time to adjourn the matter to the full court so that it might be argued before the full court as an appeal.

His Lordship said he certainly should not do that. He subsequently added that in England the time for appealing was limited to twenty-one days.

Mr. Reece, however, contended, that the time limit did not apply here and was proceeding to argue that debtor should not have been adjudged bankrupt when.

His Lordship, interrupting, said that these arguments ought to have been added in, applying to Sir John Carrington to rescind the receiving order.

Mr. Reece argued that the proper course was for debtor to wait until the adjudication was made and then to apply for the annulling of the application, because there was no power to rescind the receiving order.

His Lordship said there was power to appeal. Mr. Reece—yes.

His Lordship—Then why did you not do so? Sir John Carrington, who was placed in the witness box and cross-examined by Mr. Reece.

His Lordship, interrupting, said he did not propose to go behind the receiving order made by Sir John Carrington on the 15th of September 1898, and would therefore rule that the matter should not be questioned as to what Sir John Carrington had done.

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THE JUBILEE ROAD AND HOSPITAL.

MEETING OF THE GENERAL COMMITTEE.

MILITARY OBJECTION TO THE ROAD.

Yesterday afternoon a meeting of the Hongkong Diamond Jubilee Committee was held in the Council Chamber, at the Government Offices for the purpose of considering the new Hospital scheme and the Road question. The Hon. C. P. Claret, M.C., took the chair, and the Hon. T. H. Whitehead, the Hon. E. R. Bellios, M.C., the Hon. Dr. Ho Kai, the Hon. Wei A. Yuh, Messrs. H. A. Ritchie, D. R. Crawford, J. Thompson, W. Dunbar, R. M. Gray, A. J. Raymond, W. Chatham (Acting Honorary Secretary), Ho Tung, and Fung Wah Chun.

THE HOSPITAL.

The Chairman said—"It may be well that I should first of all briefly refer to what occurred at our last general committee meeting which was held on the 3rd March 1898. You will doubtless remember that we then met to consider a proposal which had been advanced by the Principal Civil Medical Officer (Dr. Atkinson) to purchase and adapt 'Craigieburn' at the Peak for the Victoria Hospital. After full consideration, that proposal was practically unanimously rejected by you (only a few members voting for it) and a resolution in the following terms, proposed by Sir Thomas Jackson, and seconded by Dr. Ho Kai, was then unanimously passed:—"That it is desirable to erect the Women and Children's Hospital on the higher levels and on a site not lower than the Robinson Road, and to abandon the idea of building on the present Civil Hospital site."

The Chairman said—"I am very glad to see that the committee held its first meeting last night, and that the committee directed its attention was the selection of a site. Two properties were offered to the committee, namely, 'Mount Richmond', situated on the Upper Richmond Road, and 'Yalta', on Mount Kellett, the prices asked being \$35,000 and \$30,000 respectively. Practically the same objections applied in the case of these properties as in the case of 'Craigieburn', and the committee accordingly rejected both offers. There were five possible sites suggested, viz., (1.) Above Barker Road, (2.) Below Barker Road, (3.) Immediately below Down Road, (4.) Above Bonham Road at its junction with Pokfulam Road, (5.) At the junction of Robinson and Lower Richmond Roads. Each of these sites, except No. 3, which was outside the terms of the resolution, was visited by the members of the Executive Committee and its merits and demerits discussed and considered with the assistance of the Principal Civil Medical Officer and the Director of Public Works, and all but two were rejected as unsuitable. The choice therefore lay between the site above Barker Road and the site above Bonham Road (Nos. 1 and 4 in the above list). The former was more airy and healthy and was, markedly cooler, being over 1,000 feet above sea level. It was accessible from the Tramway (about 10 minutes' walk along a comparatively level road)—and could also be reached by the Magazine Gap Road, which is more favourably graded than any other of our hill-roads communicating with the city. The latter—that is, the Bonham Road site—was strongly recommended by the Director of Public Works and the Principal Civil Medical Officer, and could be served from there. It was, moreover, about the level indicated by your resolution. Both sites were on Crown land and had either to be purchased or obtained as a gift from the Government. The site on Barker Road was chosen by a majority of the members. Its selection obviously involved a considerable increase of expenditure, as the site itself was a more expensive one to build on, and quarters had to be necessarily be provided for a doctor and nursing staff. The committee, therefore, felt that it must choose somewhat approximately, before proceeding further, what accommodation could be provided on this site with the funds at its disposal, after making due provision for the Nursing Institute. I mention this to show that the task deputed to the Executive Committee was not without its difficulties, and though many of you may think there has been unnecessary delay in this matter that is not the case. By the middle of October a skeleton scheme had been drawn up showing that a satisfactory hospital could be provided on the Barker Road site with the funds at the committee's disposal. At this stage, before further progress could be made, it became necessary to adjudicate on the designs which had been submitted by architects in the beginning of January, 1898, for a Hospital and Nursing Institute on the Civil Hospital site. As the result, Messrs. Palmer and Turner were awarded the 1st premium, Messrs. Denison and Ram the 2nd, and Mr. Harker the 3rd, only three designs having been sent in. An attempt was then made to obtain fresh competitive designs for the proposed Hospital on the new site, but these were not received. It was then decided at a meeting held on the 1st January last to appoint Messrs. Palmer and Turner architects and to instruct them to prepare preliminary drawings for the consideration of the committee, and I may tell you that Messrs. Palmer and Turner, in consideration of the funds at our disposal being limited, have consented to merge the premium of \$1,000 paid to them in accordance with the terms of the competition in the sum which will be due to them for carrying out this work. The preliminary drawings were submitted early in March, showing the arrangement of the wards, quarters for staff, and other details, and on the basis of the information then before it, the committee instructed the architects to proceed with complete plans and estimates, and in doing so to consult with the Principal Civil Medical Officer on all matters affecting the arrangement and equipment of the Hospital. The plans and estimates have now been completed, and it is for the purpose of considering them that we are met to-day. I am pleased to be able to tell you that His Excellency the Governor has signified his approval of the proposed site, and that the scheme generally. The plans which are now before you, which I will compare with what was provided in the original plans I go along with."

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The Chairman said—"It may be well that I should first of all briefly refer to what occurred at our last general committee meeting which was held on the 3rd March 1898. You will doubtless remember that we then met to consider a proposal which had been advanced by the Principal Civil Medical Officer (Dr. Atkinson) to purchase and adapt 'Craigieburn' at the Peak for the Victoria Hospital. After full consideration, that proposal was practically unanimously rejected by you (only a few members voting for it) and a resolution in the following terms, proposed by Sir Thomas Jackson, and seconded by Dr. Ho Kai, was then unanimously passed:—"That it is desirable to erect the Women and Children's Hospital on the higher levels and on a site not lower than the Robinson Road, and to abandon the idea of building on the present Civil Hospital site."

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The Chairman said—"I am very glad to see that the committee held its first meeting last night, and that the committee directed its attention was the selection of a site. Two properties were offered to the committee, namely, 'Mount Richmond', situated on the Upper Richmond Road, and 'Yalta', on Mount Kellett, the prices asked being \$35,000 and \$30,000 respectively. Practically the same objections applied in the case of these properties as in the case of 'Craigieburn', and the committee accordingly rejected both offers. There were five possible sites suggested, viz., (1.) Above Barker Road, (2.) Below Barker Road, (3.) Immediately below Down Road, (4.) Above Bonham Road at its junction with Pokfulam Road, (5.) At the junction of Robinson and Lower Richmond Roads. Each of these sites, except No. 3, which was outside the terms of the resolution, was visited by the members of the Executive Committee and its merits and demerits discussed and considered with the assistance of the Principal Civil Medical Officer and the Director of Public Works, and all but two were rejected as unsuitable. The choice therefore lay between the site above Barker Road and the site above Bonham Road (Nos. 1 and 4 in the above list). The former was more airy and healthy and was, markedly cooler, being over 1,000 feet above sea level. It was accessible from the Tramway (about 10 minutes' walk along a comparatively level road)—and could also be reached by the Magazine Gap Road, which is more favourably graded than any other of our hill-roads communicating with the city. The latter—that is, the Bonham Road site—was strongly recommended by the Director of Public Works and the Principal Civil Medical Officer, and could be served from there. It was, moreover, about the level indicated by your resolution. Both sites were on Crown land and had either to be purchased or obtained as a gift from the Government. The site on Barker Road was chosen by a majority of the members. Its selection obviously involved a considerable increase of expenditure, as the site itself was a more expensive one to build on, and quarters had to be necessarily be provided for a doctor and nursing staff. The committee, therefore, felt that it must choose somewhat approximately, before proceeding further, what accommodation could be provided on this site with the funds at its disposal, after making due provision for the Nursing Institute. I mention this to show that the task deputed to the Executive Committee was not without its difficulties, and though many of you may think there has been unnecessary delay in this matter that is not the case. By the middle of October a skeleton scheme had been drawn up showing that a satisfactory hospital could be provided on the Barker Road site with the funds at the committee's disposal. At this stage, before further progress could be made, it became necessary to adjudicate on the designs which had been submitted by architects in the beginning of January, 1898, for a Hospital and Nursing Institute on the Civil Hospital site. As the result, Messrs. Palmer and Turner were awarded the 1st premium, Messrs. Denison and Ram the 2nd, and Mr. Harker the 3rd, only three designs having been sent in. An attempt was then made to obtain fresh competitive designs for the proposed Hospital on the new site, but these were not received. It was then decided at a meeting

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU W. Thompson	KOBE and YOKOHAMA	TO-MORROW, 17th August, at Noon.
*IDZUMI MARU M. J. Carnow	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU J. B. Murray	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 25th August, at 4 P.M.
FUTAMI MARU H. Hillcoat	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 26th August, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Priya Central.

A. S. MIHARA, Manager.

Hongkong, 14th August, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Finanziaria Italiana e Compagnie.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.

Having connexion with the Company's Mail Steamers to VENICE, TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, and

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE. Pizarello, 1st and 2nd September. These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a]

DISINFECTANT
WITH
SANITAS
FLUID, POWDER, SOAPS &c.
OF ALL CHEMISTS AND STORES.
HOW TO DISINFECT
The SANITAS CO. LTD.
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Liquors Factories—Preserves Factories

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TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates, notifying its
GREAT STRENGTH-GIVING PROPERTIES and its
same time being of an
EQUISITE TASTE.

Sole Agents for Hongkong
A. S. WATSON & Co.
Hongkong, 14th August, 1899.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**
THE DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Hongkong, 9th August, 1899.

TOYOKISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have

between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other

direct connecting Railways, and from Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be

marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX. Prepared only by the Proprietor, THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., 107, NATHAN ROAD, HONGKONG.

Mails.

NORDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA

LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	About 10th September.
Knuth	(LONDON with transshipment in HAMBURG)	About 20th September.
NURNBERG	HAVRE and HAMBURG.	About 5th October.
SUEVIA	(LONDON with transshipment in HAMBURG)	About 15th October.
*SAVOIA	HAVRE and HAMBURG.	About 15th October.
Jager	(LONDON with transshipment in HAMBURG)	About 15th October.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on

THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the

CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have

between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other

direct connecting Railways, and from Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be

marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO

AND SAN DIEGO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra 3,405 | about | Sept. 15

Belgian King 3,379 | about | Oct. 15

Carmarthenshire 2,929 | about | Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on

or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents,
Hongkong, 12th August, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Aug., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 10th October, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European

Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOUGAGE.

ALL CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Freudenstadt Wednesday 13th Sept.

Sachsen Wednesday 11th Oct.

Bayern Wednesday 18th Nov.

Kaiser Wilhelm Wednesday 13th Dec.

Prinz Heinrich Wednesday 27th Dec.

Prinzess Wednesday 10th Jan.

Karlshagen Wednesday 24th Jan.

Sachsen Wednesday 7th Feb.

Bayern Wednesday 14th Mar.

ON WEDNESDAY, the 14th day of Sept., 1899, the Company's Steamship "FREUDENSTADT," Captain R. Heintze, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave Hongkong, calling at NAPLES and GENOA.

Shipping Order will be granted till Noon on MONDAY, the 12th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 13th September, and Parcels will be received at the Agency Office until Noon on TUESDAY, the 13th September. No Parcel Receipts will be signed for less

ACROSS THE STEPPES.

VICTORIA, June 26th.

Among the passengers who arrived on the *Empress of China* today was Mrs. M. Stevens, wife of the manager in Russian Asia of the Baldwin Locomotive Works of Philadelphia, who a short time ago completed a journey, hitherto unequalled by an American woman. She accompanied her husband across the great Siberian wastes and over the uncompleted Trans-Siberian Railway and by wagon and tarantass from St. Petersburg to Vladivostok. The long and arduous journey of 9,977 versts was accomplished in forty-two days.

It was a race against time. During last August, when her husband, who is now at Vladivostok, was residing in the Russian capital, he received a telegram from the Baldwin works telling him that seventy-seven locomotives were on the way to the Siberian coast and would arrive about two months after the message was received. He immediately made arrangements with the Russians for a special train and they hurried along the rails to Zema, where the road then ended. There arrangements were made whereby a car was attached to the construction train and traversed the unballasted trail and loosely laid rails to within seven versts of Irkutsk, the Siberian capital. Thence they went on in passenger's wagons, uncomfortable, springless vehicles which made them think of a lost joy.

Thus they reached Lake Baikal, where they caught a steamer in which they crossed the big inland water. The comfort of the steamer, such as it was, however, soon passed, and again they journeyed in the jolting but picturesque tarantass for days. They accomplished 10,58 versts in the springless vehicle with but one interruption, when they were stopped by a band of exiles who presumably meant to rob them. When the gold braid and brass buttons of the Russian officials who accompanied them were seen they decamped.

After several days of this tiring method of travel they reached Stritene, which is to be the western terminus of the line. Mrs. Stevens said, for the directors have decided to take the traveler thence to Vladivostok by steamer, or by the projected railway through Manchuria to Newchwang and Port Arthur.

From Stritene they took a steamer trip 300 versts down the Chilkha River to where that river and the Amur form the source of the Amur, and thence down the Amur to Vladivostok.

The Trans-Siberian Railway, Mrs. Stevens says, will not be completed for several years yet.

"They say two years, but I think it will be considerably longer than that before this is opened," she said.

It is a fine line, and, when completed, will be remarkable in many ways. It is the longest railway in the world. It has some exceedingly lengthy and strong bridges, and some other great works of engineering skill. The locomotives are all of American make, and the seventy-seven sent by the Baldwin people are now being shipped up at Port Arthur and Vladivostok. The Trans-Siberian is not the only line on which the American locomotive building firm is putting engines. Some are now on the way to the Far East for the Imperial Chinese, and other lines being constructed. Some are also being sent to Japan.

The change in the plans of the railway whereby it goes through Northern China is said to be due to the fact that Russia has found big swamps in the original route projected to Vladivostok. Now wishes to give up this route and construct a line directly from Kichin to Peking, following the old caravan route. Thence the line would lead via Mukden to Newchwang and Port Arthur, with a branch line to Vladivostok.

"During my stay in Vladivostok," says Mrs. Stevens, "I was impressed with the way Russians are hurrying troops to the coast. Some 3,000 Cossacks arrived there from Odessa during my stay, and 1,000 were coming on one ship. Many are also being rushed to Port Arthur, but I do not know in what numbers. All are coming by steamer, for the railroad line is not near enough completed to allow of transportation of troops."—S. F. Call.

TORPEDOES STEERED BY LIGHT.

The above title is given by R. N. Mero to his paper, in the June *Pearson's*. It is "an account of the marvellous invention of a young Swede, who has discovered a new form of X-rays, which he has successfully applied to the steering of torpedoes without the use of connecting wires. The light-rays are transmitted through the air from a radio-infantry board, on the shore, or in a balloon, at a distance limited only by the range of light—to a receiving apparatus attached to the torpedo, where they are converted into motive energy, sufficiently powerful to place the steering rudders, and also the detonating pistol, at the absolute control of the operator." The inventor's name is Alex. Orloff. His "light-rays," which cannot be seen, are and remain a mystery.

"You may describe them," he said, "as an entirely new powerful and generative form of X-rays, which you may call 'rays' if you like. They are of course invisible, but I discovered them when I was working upon experiments in reference to the power which rays of light possess in vibrating waves of the atmosphere. The description suggests that these X-rays are more like materialized will-power than anything else. The torpedo is, as it were, mesmerized and remains under the control of its sender. The rays, which diverge from the transmitter in the shape of a cone, need not be directed with absolute accuracy, or the torpedo, for the distance from the transmitter to the distance from the transmitter, is as two miles, for instance, the beam is too vast to cross, and if the torpedo is anywhere within this area, it can be controlled."

The operator can prevent the torpedo exploding if it strikes the wrong object, say a friendly ship. Mr. Orloff recites, in a cordial reception at the Swedish Court and proceeds, "By command of the King, torpedo-boats were placed at my disposal and carried out a large number of experiments on the Swedish rivers. The torpedoes were sent out for a distance of 100 and 200 fathoms, and the longest distance available, and 4 miles from the shore. I wished to go forward or backward, or in a curve or in a direct line, and to the right or to the left, and sink or not sink, and I could do all this, of course, without any material connection between myself and my torpedoes."

NOTICE.

THE OFFICES OF THE HONGKONG TELEGRAPH, 10, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Power & Co.) will be closed on Wednesday, August 16th, 1899, for the purpose of rearranging the offices. All communications should be addressed to the Editor, The Hongkong Telegraph, 10, Queen's Road Central, Hongkong.

Auction.

GOVERNMENT NOTIFICATION.
No. 445.

THE following Particulars of Sale of Crown Land, by Public Auction, to be held at the Office of the Public Works Department, on MONDAY,

the 21st day of August, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.

Particulars of the letting by Public Auction, to be held on Monday, the 21st day of August, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF LOTS.

No. of the Lot.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Unset Price.
1.	Yau Ma Tei (near Police Station).	50' 0" x 150' 0" x 150' 0" x 150' 0"	9,000	124	7,300
2.	do.	47' 6" x 141' 0" x 150' 0" x 118' 0"	8,350	118	6,300

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & Co.).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st June, 1899. [12]

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, (lately the Imperial Bank of China).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

TO LET UNTIL JUNE 1900.
AT PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Single Rooms from \$20 upwards. Apply to the
MANAGER or SECRETARY,
At No. 2, PRAYA CENTRAL.
Hongkong, 11th July, 1899. [904a]

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
Apply to
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship
"CHAZEE,"
will be despatched for the above port on or about the 20th August.

S.S. "ARGVILL" will sail about the 30th August.

S.S. "JOHN SANDERSON" At Intervals of 2 weeks.

S.S. "AFGHANISTAN" At Intervals of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Hongkong, 11th August, 1899. [908a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR FOCHOW.

THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on FRIDAY, the 25th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1899. [1030a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"CHINGWO,"
H. Harris, Commander, will be despatched as above on or about the 3rd September.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROBT. M. BLOMAN & CO., HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship
"PISA,"
will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th July, 1899. [938a]

SEAWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship
"PINE SUY,"
Captain C. L. Serralle, will be despatched for the above port on or about the 10th October.

For Freight or Passage, apply to
SEAWAN TOMES & CO.,
Agents.
Hongkong, 10th August, 1899. [1004a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 16th August, 1899. [1037a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"WHAMPOA,"
Captain Saies, will be despatched as above TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th August, 1899. [1028a]

FOR MANILA (DIRECT).
THE Steamship
"LEGAZPI,"
Captain A. Yribar, will leave for the above Port, TO-MORROW, the 17th instant, at 4 P.M.

This Steamer has Splendid Accommodation for First and Second Class Passengers, and is lighted throughout by electricity.

For Freight or Passage, apply to
LIZARRAGA HERMANOS,
Agents.
No. 6, Beaconsfield Arcade.
Hongkong, 15th August, 1899. [1040a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain MacArthur, will be despatched as above TO-MORROW, the 17th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 14th August, 1899. [1013a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Chartered Steamship
"NANYANG,"
Captain Lehmann, will be despatched for the above Ports, on FRIDAY, the 18th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 15th August, 1899. [1038a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship
"DIAMANTE,"
Captain G. A. Taylor, will be despatched for the above port, on FRIDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th August, 1899. [1023a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Oliff, will be despatched for the above Ports, on SATURDAY, the 19th instant, at 2 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 15th August, 1899. [1034a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"WUHU,"
Captain Benson, will be despatched as above on SATURDAY, the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th August, 1899. [1031a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th August, 1899. [1026a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on SATURDAY, the 26th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1899. [1035a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"STENTOR,"
Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th August, 1899. [1004a]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 10th August, 1899. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"MORAVIA,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 11th August, 1899. [1006a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CANTON,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Italy, ex S.S. *Thames*.
From Madras, &c., ex S.S. *Landaur*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Cargo not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 11th August, 1899. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 4 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 14th August, 1899. [1029a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"NANKIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 22nd instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 21st instant, and THURSDAY, the 24th instant, both days at 10 A.M.

All claims must reach the undersigned before the 10th instant, or they will not be recognised.

HONGKONG, NIPPON YUSEN KAISHA, LTD.

Hongkong, 11th August, 1899.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"SADO MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 22nd instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 21st instant, and THURSDAY, the 24th instant, both days at 10 A.M.

All claims must reach the undersigned before the 10th instant, or they will not be recognised.

HONGKONG, NIPPON YUSEN KAISHA, LTD.

Hongkong, 11th August, 1899.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th August, 1899. [1032a]

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [3

Hotel.
WINDSOR HOTEL,
HONGKONG.
STRICTLY FIRST CLASS.
PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.
P. DOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

Intimation.
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 18th January, 1898.

For Sale.
NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.
Only a limited Number printed.
Send Orders early to

The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.
Hongkong, 6th March, 1899.

The Share Market.
LATEST QUOTATIONS.
(August 16th.)

Banks.
Hongkong and Shanghai Banking Corporation—370 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 1/10 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—1/10 buyers.
National Bank of China, Ltd.—\$244 buyers.
Do. — \$244 buyers.
Do. — \$244 buyers.
Marine Insurance Co., Ltd.—\$247 1/2 buyers.
China Traders' Insurance Co., Limited—\$62.
North China Insurance Co., Ltd.—\$190.
Yangtze Insurance Assoc. Ltd.—\$115 buyers.
Canton Insurance Co., Ltd.—\$140.
Straits Insurance Co., Ltd.—\$61.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$310.
China Fire Ins. Co., Ltd.—\$584.

Shipping.
Hongkong, Canton & Macao Steamboat Co., Limited—\$37.
Indo-China Steam Navigation Company, Ltd.—\$70.

China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$90.
China Mutual S.S. Co., Ltd.—(Preference)—\$90.
China Mutual S.S. Co., Ltd.—(Ordinary)—\$90.
China Mutual S.S. Co., Ltd.—(Ordinary)—\$90.
Star Ferry Co., Ltd.—\$161.

Mining.
Punjom Mining Co., Ltd.—\$121.
Do. — \$121.
Société Française des Charbonnages du Tonkin—\$20.
Queen Mines, Limited—\$50.
Jebbu Mining and Trading Co., Ltd.—\$1440.
Raub Altian Gold Mining Co., Ltd.—\$61.
Olivers Freehold Mines, Ltd.—(A) \$8.
Olivers Freehold Mines, Ltd.—(B) \$61.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$350.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—490 buyers.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$93.
Wanchai Warehouse and Storage Co., Ltd.—\$44.
New Amoy Dock Co., Ltd.—\$16.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$10.
Hongkong Land Investment and Agency Co., Ltd.—\$103.
Kowloon Land and Building Co., Ltd.—\$30.
West Point Building Co., Ltd.—\$37.
Hongkong Hotel Co., Ltd.—\$130.
Humphreys' Estate and Finance Co., Ltd.—\$1125.

Miscellaneous.
Green Island Cement Co., Ltd.—\$303.
China-Borneo Co., Limited—\$37.
A.S. Watson & Co., Limited—\$144.
Hongkong Electric Co., Limited—\$144.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geo. Fenwick & Co., Ltd.—\$43.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$41.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$12.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Camichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75 sellers.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 65.
International Cotton Mfg. Co., Ltd.—Tls. 72.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrun Planting Co., Ltd.—\$4 per share.
Tebrun Planting Co., Ltd.—\$4 per share.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

OPIMUM QUOTATIONS.
Hongkong, 16th August.

New Patna, 855 per chest.
New Benares, 837 1/2 per chest.
New Malwa, credit 710/750 per picul.
Old Malwa, credit 740/750 per picul.
Persian, paper tied 670/680

VISITORS AT THE HONGKONG HOTEL.

Mr. F. C. Adie
Capt. and Mrs. Aiken
and 2 children
Mr. J. Aiken
Mr. John Angus
Mr. W. S. Bailey
Mr. B. J. Barlow
Miss B. Borredo
and governess
Mr. and Mrs. A. H. Bottenheim
Dr. Bowers
Mr. H. Breuninger
Mr. T. F. Burgdoff
Mr. A. B. Carter
Mr. C. Channell
Mr. and Mrs. F. Clark
Mr. G. E. Gelm
Mr. G. H. Gelpin
Mr. and Mrs. K. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. J. H. Grimes
Mr. R. J. Hall
Mr. C. Hardy
Mr. F. Hardy
Mr. Hillman
Mr. T. Howard
Mr. Wm. K. Hughes
Mrs. Jackson
Mr. P. Jacquard
Comdr. H. H. Jan, I.
C. Navy.
Major and Mrs. Jeffreys
Mr. and Mrs. Joseph

Mr. C. H. Kent
Mr. and Mrs. Kiene
Mr. Kinghorn
Mr. J. Kirkwood
Mr. J. L. Lark
Mr. E. A. Leggett
Mr. Leon A. Levy
Mr. A. C. Van Nierop
Mr. J. O'Neill
Mr. W. Parfitt
Mr. Perez
Mr. and Mrs. S. G. Reilly
Mr. W. Rinck
Mr. S. J. Robins
Mr. and Mrs. C. Robin
Mr. and Mrs. F. Clark
Mr. J. Schenck
Mr. H. Schenck
Mr. and Mrs. Sestier
Mr. and child
Mr. H. Simmons
Mr. Frank Smith
Mr. H. Spagnolo
Mr. and Mrs. C. Thomas
Mr. R. H. Tuckwell
Mr. T. E. De Wit
Mr. Veeder
Mr. W. Whiteley
Mr. and Mrs. A. W. Whitlow
Mr. and Mrs. Bagnall
Wild
Capt. J. E. Williams
Mr. and Mrs. Williams

VISITORS AT THE WINDSOR HOTEL.

Mr. C. Bettere
Mr. W. Bray
Mr. B. H. Cook
Mr. Chesney Duncan
Mrs. Farrell
Mr. Foster
Mr. Pieru Jacquard

Mr. Johnsen
Mr. B. L. Lake
Mr. M. Pardo
Mr. Ed. Randle
Mr. H. Rees
Mr. and Mrs. Robinson
Mr. E. J. Young

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S.
Beede
Mr. H. F. R. Bmyne
Mr. P. Bure
Mr. and Mrs. F. G. Collins
Capt. van Corbach
Mr. and Mrs. E. C. Dalton
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Mr. A. Spencer Ellam
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. A. Forbes
Lt. Col. A. R. Fraser
Colonel E. H. Gorges
Lieut. R. P. Hobson
U.S.N.

Mr. Cecil Holliday
Staff-Surgeon and Mrs. Beede
W. E. Home
Mr. F. Hubbe
Mr. H. U. Jeffries
Mr. W. King
Capt. F. Koford
Mr. J. Lamke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Hon. H. Mitchell
Hon. H. E. Pollock
Capt. H. V. Pryne
Mr. A. Reed
Mr. F. Ryan
Mr. A. Sinclair
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr. G. H. Wheeler
Capt. J. Young

CRAIGIEBURN.
Capt. W. H. Bland, Hon. and Mrs. R. D. R.A.
Rev. F. Flynn, R.N.
Gort. Civil Hospital, Mr. A. I. Richardson
Sisters
Major and Mrs. Jeffreys
Mrs. E. Jones and family
Major S. Long, Mr. and Mrs. W. E. A. C. G.
Major M. M. Morris, Comdr. Valpelli
R.A.
Mrs. Morris

EXCHANGE.
Hongkong, 16th August.
ON LONDON, Telegraphic Transfer1/11 1/2
Bank Bills, on demand 1/11 1/2
Credits, 4 months' sight2/0 1/2
D'cents, 4 months' sight2/0 1/2
ON BERLIN, (demand)M.2.61 1/2
ON PARIS, Bank Bills, on demand2.48 1/2
Credits, 4 months' sight2.53
ON NEW YORK, Bank Bills, on demand48 1/2
Credits, 30 days' sight48 1/2
ON BOMBAY, Telegraphic Transfer147 1/2
On demand148
ON SHANGHAI, Telegraphic Transfer72 1/2
Private, 30 days' sight73
ON YOKOHAMA, T.T.4 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.00
Gold Leaf 100 touch, per tael\$2.05
Bar Silver27 1/2
Dollars14 per cent. prem.

VESSLS IN PORT.
Steamers.
BENLEI, British steamer, 1,500 R. Farquhar, 10th Aug.—Moj 5th August, Coals.—Gibb, Livingston & Co.
BENMOHR, British steamer, 1,950 A. Wallace, 14th Aug.—Singapore 7th Aug., General.—Gibb, Livingston & Co.
CARLISLE CITY, British steamer, 1,894 Thos. Aiken, 7th Aug.—Moj 2nd Aug., General.—Butterfield & Swire.
CATHERINE AFAR, British steamer, 1,730 J. G. Offlent, 13th Aug.—Calcutta 27th July, Penang and Singapore 6th Aug., General.—David Sassoon, Sons & Co.
CHELYDRA, British steamer, 1,568 J. T. Davies, 21st July, Calcutta via Penang and Singapore 14th July, General.—Gibb, Livingston & Co.
CHWNSHA, British steamer, 1,282 J. F. Messer, 15th Aug.—Swatow 14th Aug., General.—Bradley & Co.
COPTIC, British steamer, 2,744 J. H. Rinder, 9th August—San Francisco 14th July, Honolulu 21st, Yokohama 2nd Aug.—Kobe 3rd, Nagasaki 5th, and Shanghai 7th, Mails and General.—O. & S. S. Co.
GERMANIA, German steamer, 1,714 A. Möller, 14th Aug.—Hongkong 11th Aug., Coal.—Jensen & Co.
GLENNIE, British steamer, 2,244 Temperley, 11th Aug.—Singapore 5th Aug., General.—Jardine, Matheson & Co.
GUTHRIE, British steamer, 1,495 W. G. McArthur, 15th Aug.—Kobe 5th Aug., and Foochow 13th, Tea and General.—Gibb, Livingston & Co.
HACTER, American steamer, 10,500 Comdr. C. H. Arnold 7th Aug.—Manila 4th Aug.
HAICHING, British steamer, 1,267 A. E. Hodgins, 15th Aug.—Foochow 11th Aug., Amoy 12th, and Swatow 14th, General.—Douglas, Lamark & Co.
HOHENZOLLERN, German steamer, 2,039 H. Kirchner, 14th Aug.—Yokohama 4th Aug., Kobe 8th, and Nagasaki 10th, General.—Melchers & Co.
HOHAI, French steamer, 509 J. C. Gerard, 14th Aug.—Pakhoi 12th Aug., General.—A. R. Marty.
HUE, French steamer, 704 P. Merlees, 13th Aug.—Haiphong and Hanoi 12th Aug., General.—A. R. Marty.
IDZUMI MARU, Japanese steamer, 2,307 M. J. Cumon, 15th Aug.—Yokohama via Kobe and Moj 10th Aug., General.—Nippon Yusen Kaisha.
IRENE, Chinese steamer, 826 A. A. Crawford, 14th Aug.—Shanghai 9th Aug., General.—C. M. S. N. Co.
LEGATZI, Spanish steamer, 949 Antonio Tribar, 13th Aug.—Liverpool via Ports 16th June, General.—Jo Japico.
LENNOX, British steamer, 2,361 J. C. Williams, 10th Aug.—Portland, Or. via Japan 12th July, General.—Dodwell & Co.
LOOSK, British steamer, 1,020 J. B. Jackson, 10th Aug.—Bangkok 27th July, and Kohsi-chang 21st, Rice and Timber.—Butterfield & Swire.
NANKIN, British steamer, 2,557 C. C. Bennett, R.N.R., 14th Aug.—Bombay via Singapore 25th July, Cotton-Twist and General.—P. & O. S. N. Co.
ON SANG, British steamer, 1,983 J. Young, 7th Aug.—Sankien 31st July, Timber.—Bradley & Co.
PHRA CHULA CHON KLAO, British steamer, 1,012 B. Flint, 29th July—Bangkok 25th July, General.—Yuen Fat Hong.
SADO MARU, Japanese steamer, 3,856 W. Thompson, 15th Aug.—Singapore 10th Aug., General.—Nippon Yusen Kaisha.
SHINI MARU, Japanese str., 1,370 S. Nonaka, 12th Aug.—Moj 6th Aug., Coal.—Order.
SIAM, British steamer, 992 F. J. Ferguson, 10th Aug.—Bangkok 3rd Aug., General.—Bradley & Co.
TAICHOW, British steamer, 852 P. Primrose, 12th Aug.—Bangkok 6th Aug., Rice and General.—Butterfield & Swire.
TETARTOS, German steamer, 1,574 T. Desler, 14th Aug.—Saigon 10th Aug., Rice.—Siemssen & Co.
THALES, British steamer, 820 T. Hall, 10th July—Fowchow 27th July, Amoy 28th, and Swatow 29th, General.—Douglas, Lamark & Co.
TIENSIN, British steamer, 1,750 Dawson, 8th Aug.—Bangkok 3rd Aug., General.—Butterfield & Swire.
WITTENBERG, German steamer, 3,660 Madsen, 15th Aug.—Fowchow 13th Aug., General.—Carlowitz & Co.
ZAFIRO, American steamer, 675 A. C. Whitton, 7th Aug.—Manila 4th Aug.

Sailing Vessels.
KELAT, British ship, 1,822 John Hughes, 5th Aug.—New York 3rd April, Case Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, August 16th, 1899.

Alacrity, despatch vessel, 1,700 tons, 10 1/2 p.m. 9 1/2, guns, 3,000 l.h.p., Commander A. H. Smith, Hongkong, cruising.
Algerine, sloop, 1,250 tons, 6 guns, 1,100 l.h.p., Com. E. W. Slade, Fowchow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
Balfour, 1st class battleship, 13,000 tons, 14 guns, 13,163 l.h.p., Captain Hon. S. C. J. Colville, C.R., Hongkong.
Bonaventure, 2nd class battleship, 4,360 tons, 18 guns, 9,000 l.h.p., Capt. R. Montgomery, Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 l.h.p., Capt. Wren, Hongkong.
Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 l.h.p., Captain R. J. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 l.h.p., Comdr. C. Whittington, Hongkong.
Ris, coast defence gunboat, 363 tons, 3 guns, 200 l.h.p., Lieut. Comdr. C. Chavigny, Hongkong.
Swallow, 2nd class gunboat, 1,400 tons, 4 guns, 1,200 l.h.p., Lieut. Comdr. R. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 300 l.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 l.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 l.h.p., Hongkong.
Hermione, 1st class cruiser, 4,350 tons, 9,000 l.h.p., 18 guns, Capt. G. Callaghan, Hongkong.
Humbly, storeship, 1,640 tons, 800 l.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, and class cruiser, 3,600 tons, 8 guns, 7,000 l.h.p., Capt. R. N. Dudding, Hongkong.
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 l.h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. Buxton, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 l.h.p., Lieut. Comdr. P. S. St. John, Hongkong.
Phaenix, sloop, 1,050 tons, 6 guns, 1,100 l.h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 l.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.
Flower, 1st class gunboat, 755 tons, 6 guns, 1,200 l.h.p., Lieut. Comdr. S. V. Y. De M. C. Powell, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 35,000 l.h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 l.h.p., Lieut. Com. The Hon. G. A. Hardinge, Fowchow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 l.h.p., Fowchow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 l.h.p., Hongkong.
Unadorned, 1st class cruiser, 3,600 tons, 12 guns, 8,500 l.h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 l.h.p., Captain A. Schomberg, Hongkong.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 l.h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wivenhoe, coast defence ship, 2,750 tons, 4 guns, 1,000 l.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 l.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 388 tons, Comdr. Cunha, Hongkong.
Malpica, Italian cruiser, 1,457 tons, Captain Ed. Incomvent, San Min.
Stromboli, Italian cruiser, 3,359 tons, Captain Cantanin, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskay, at Vladivostok.
Babru, Russian gun-vessel, twin screw, 90 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., 16 guns, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Vladivostok.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.
Koryvet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serbernikoff, at Port Arthur.
Kreyzer, Russian cruiser, 1,300 tons, 18 guns, 2,800 h.p., Capt. Zivinskoy, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.
Nayadnits, Russian cruiser, 1,331 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Obvany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Cornet, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenias, at Vladivostok.
Ressia, Russian armoured cruiser, 12,200 tons, Capt. Domojoff, at Port Arthur.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Vladivostok.
Sissak, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Parenayoff, at Port Arthur.
Stvoitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons, Prince Ouchtomak, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogul, at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.
Zablaka, Russian cruiser, 1,430 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA-GOING).
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Swaborg, 1st class, Russian torpedo boat, 82 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
(1st and 2nd class.)
Fareh, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Jankich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 2,000 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skopet, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootskha, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 22 knots.
Ungur, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 22 knots.
Flagship of Rear-Admiral Alexeiev.
Flagship of Rear-Admiral F. V. Dubovskoy.
Flagship of Rear-Admiral P. G. Dvornikoff.

THE FRENCH SQUADRON.
Aspic, French gunboat, 453 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannat, at Yokohama.
Beaumont-Duval, French cruiser, 1,440 tons, 12 guns, 895 h.p., Captain Tarnet, at Cheloo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 l.h.p., at Saigon.
Comble, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 l.h.p., Captain Bernard, at Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns, 2,400 l.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 4,321 tons, 32 guns, 774 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 l.h.p., Capt. La Seyne, at Chemulpa.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 l.h.p., Capt. Aubin, at Fowchow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 l.h.p., Capt. de Breizel, at Manila.
Pluton, French despatch-boat, 345 tons, 4 guns, 500 h.p., Comdr. Vidal, at Bahglok.
Surprise, French gunboat, 720 tons, 10 guns, 800 l.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 21 guns, 2,400 h.p., Capt. B. de Broetz, at Saigon.
Vauban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vigier, French gunboat, 453 tons, 6 guns, 441 h.p., Comdr. Gonstole, at Bahglok.
Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brunsatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehentius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,500 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentheimer, at Fowchow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 l.h.p., Captain Gulich, at Manila.
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetten, at Amoy.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochoo.
Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.
Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,050 h.p., Capt. Whiting, at Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verr, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,750 tons, 8 guns, 6,664 h.p., Capt. W. H. Whiting, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,370 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut. Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,000 tons